



## The Daily Standard.

Friday, September 12th, 1873.

Mr. Huntington Declines to Appear Before the Commission.

We publish below Mr. Huntington's letter, in which he declines to appear before the Royal Commission.

MONTREAL, Aug. 26.

Ottawa, 21st August, 1873.

To the Hon. Lucius Seth Huntington, of the city of Montreal, in the Province of Canada:

Sir.—I have the honour to enclose here with a printed copy of the Royal Commission appointing the Commissioners to enquire into and report upon the several matters stated in the resolution moved by your Honour of Committee on the 21st August, 1873, of this year, to the Canadian Pacific Railway, and to inform you that the Commissioners thereto named will meet in the City of Ottawa, in the Parliament House, on Thursday, the 4th day of September next, at noon, for the purpose of making enquiry and taking evidence concerning the allegations contained in the resolution and fully set forth in the Commission. You are requested to furnish the Commissioners with a copy of your Hon. Bill of Committee, and a list of the witnesses whom you may wish to examine, and that they may be duly summoned to appear on the day, and at the place above specified; and you are requested that and there to proceed with your evidence in the premises.

I have the honor to be, sir,  
Your obedient servant,  
(Signed) CHARLES D. DAY,  
Chairman.

Please acknowledge receipt. C.D.D.

MONTREAL, Aug. 26, 1873.

To the Hon. Chas. D. Day, Chairman, Ottawa.

Sir: I have the honor to acknowledge the receipt of your letter of the 21st of August, enclosing a copy of the Royal Commission appointing Commissioners to enquire into and report upon the several matters stated in the resolution moved by me in the House of Commons on the 2nd day of April last; and requesting me to furnish to the Commissioners a list of witnesses whom I might wish to examine, in order that they may be duly summoned to appear, and to proceed with my evidence.

I have to call your attention to the fact appearing on the face of the Commission, that it was as a member of the House of Commons and from my place in Parliament, that I preferred these charges against Ministers of the Crown and members of the House, which on the 8th day of April last entertained the charges, determined to investigate them itself, and appointed a Select Committee to enquire into and report upon them; and to the subsequent resolution of the House of Commons, that to the said Committee I handed a list of some of the principal witnesses whose evidence I believed could establish my charges, and I have always been ready to proceed to the proof thereof before the tribunal constituted by the House for the investigation. The determination of the Commons to investigate those charges remains unbroken, and I trust, independent of the fact that as a member of Parliament, and a branch of the undoubted privileges of the House, to examine any inferior or exceptional tribunal created to inquire into charges still pending before the Commons, and so essentially the privileges, dignity and independence of this Parliament. I believe that it is a branch of these privileges that a Royal Commission, issued without the special sanction of the House, should not any ordinary tribunal, and I would have called on the Royal Commission to do, and to them only. I feel that I should do no act which may be construed into an acquiescence in the attempt to remove from the Commons the conduct and control of the enquiry. I believe that the creation of a Commission involves a breach of that fundamental principle of the Constitution which governs the Commons, that it is a right of the Commons to initiate, and to require inquiries into high political offences; that it involves also a breach of that fundamental principle of justice which prevents the accused from creating the tribunal and controlling the procedure for their trial; and that it is a Commission without precedent, unknown to the Common Law, unsupported by the statute law providing by an exercise of the prerogative for an enquiry into the ordinary course of justice into immediately illegal and void.

Entertaining these views, you will not expect me to do otherwise, than in conformity with them, and you will be satisfied that by my non-appearance before the Commission, I intend no disrespect to the Commissioners, but am moved by the same sense of public duty which will constrain me to the most practicable moment to renew the efforts which I have been making since April last, to have a trial before the Commons of Canada the man whom I have impeached as public criminal.

I have the honor to be, sir,  
Your obedient servant,  
(Signed) L. S. HUNTINGTON.

One Island and the Rights of British Subjects.

[From the Olympia Courier.]

The following has been handed us by Sir George General McMillan, for publication. It explains itself:

PROCLAMATION BY THE PRESIDENT OF THE UNITED STATES.

Whereas, by the award of the Emperor of Germany, under date of October 21, 1872, certain territory heretofore held by joint occupation of Great Britain and the United States, and now known as the San Juan Islands and other islands, in the district of lands subject to the Pacific, Washington Territory, is declared to belong to the jurisdiction of the United States; and

Whereas, it appears that there are many subjects of Great Britain now in occupancy of portions of the said territory, whose rights and possessory titles are claimed to be protected by the provisions of the Treaty with Great Britain made at Washington June 15, 1846, and certain arrangements for the joint occupation of said territory, giving the Government of the United States and the Government of Her Britannic Majesty;

Now, therefore, it is hereby ordered, that all lands or parcels of land included in the said territory be withheld from sale or disposal of any nature, under pre-emption, homestead, or other laws of the United States, until after the claims of the occupants above mentioned shall have been adjusted and public notice given.

Given under my hand, at the City of Washington, this fourth day of February, A. D. 1873.

By the President:

WILLIS DAUNMOND.

Secretary of the General Land Office.

DEPARTMENT OF THE INTERIOR,  
GENERAL LAND OFFICE,  
WASHINGTON, D. C., Aug. 22, 1873.

Mr. McMillan, Secy., Surveyor Gen'l.,  
Olympia, W. T.

Mr. McMillan No. 168 is disappeared for the reason that the President's Proclamation of the 4th February, 1873, (copy herewith) which entitled him to the Island of San Juan and other islands heretofore held by joint occupation of Great Britain and the United States, until after the settlement of

the claims of parties whose rights and possessory titles are claimed to be protected by the treaty of 1846.

As the lands cannot be disposed of under the United States laws, there is no necessity for an immediate survey.

Very respectfully,  
WILLIS DAUNMOND, Com.

New Advertisements.

10 Reward.

VALISE LOST ON STEAMER N. R. NORTH

Pacific, on the 7th August, 1873, was a new

avise, Marked "H. Jr." at the handle.

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New Advertisements.

HENRY SHORT,

GUN MAKER

AS JUST RECEIVED PER STEAMER

or Train Alfred from LONDON.

A Fine Assortment of

DOUBLE & SINGLE BAR'LED GUNS

ALSO

Central Fire Breech Loading GUNS.

GOVERNMENT STORES near Pandore St.

For Sale.

ALL MY INVENTORY IN THE ROYAL INN, "Saanich Road, consisting of Lanes, Goodwill, Furniture, &c. A large quantity of Farm Produce, consisting of Oats, Wheat, Potatoes, Carrots and garden stuff.

I about 100 lbs. of very fine Timothy grass, clover, turnips, onions, turnips, &c. and many vegetable Seeds. No reasonable offer will be rejected within ten days.

A large quantity of leather, gentle either for a lady or child to ride, 5 years old, has been worked in single and double harness, will be raised at Mr. J. Seph Wriglesworth, Esq., 12, Broughton Street, Victoria, B. C., as soon as the chances are taken. Charge \$1. Particulars by the Bar.

All my working claims on my or family are requested to send them into Mr. Theodore Davis, Attorney at Law, Broughton street, within one week. All parties are requested to settle within one week to avoid proceedings.

C. R. SMALLBONE, Royal Oak, Saanich.

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Wanted.

A THOROUGH BUSINESS MAN wishes to purchase either the whole or half interest in an established business that is well known.

Address C. G., Standard Office.

IN PRESS.

TO BE PUBLISHED IN NOVEMBER, 1873.

L'ORVELL'S GAZETTEER OF BRITISH

AND DOMESTIC INFORMATION OF

THE PROVINCES OF ONTARIO, QUEBEC,

NEW BRUNSWICK, NEWFOUNDLAND, PRINCE EDWARD ISLAND, MANITOBA, BRITISH COLUMBIA, AND THE NORTHWEST TERRITORIES.

AND GENERAL INFORMATION FROM THE

UNITED STATES, CANADA, MEXICO, CHINA,

INDIA, & OTHER PARTS OF THE WORLD.

JOHN LOVELL, Publisher.

MONTREAL, 9th Aug. 1873.

AUCTION SALE

J. P. DAVIES & CO.

Have been instructed by

JOHN GOODFELLOW, ESQ.

Assignee in the Estate of

Wallace & Hutcheson,

TO SELL BY

PUBLIC AUCTION.

On Wednesday, Sept. 17,

AT 11 O'CLOCK, A. M.

On the Hudson's Bay Wharf,

THE SCHOONER KATE

as she lies, well found in Sails, Anchors,

Chains, Tryworks, Etc.

Oil Tank, Soap Press, 2 Whale Boats

1 Surf Boat.

ALSO

Gall. Whale Oil & a large lot of

Empty Oil Casks and Barrels.

Immediately after will be

sold at Store, Wharf St.

Bal. net of Whaling

Gear, consisting of

2 Swivel Guns,

2 Bow Guns,

Coil Whale Line, Whale Lines, Shim-

mers and Dippers, Spades, Lances,

Shackles, Harpoons, Boat Hooks,

Oil Tub and Hose, Pump, Tab-

and Buckets, Oars and Paddles,

Clock, Compass, Glasses, Cross Cut

Saw, Grindstone, Etc.

Cooper's and other Tools, Tool Box,

Cook Stove.

By virtue of a Mortgage Deed

Conferred on me by

JOHN R. ADAMS,

Balance of Stock & Store

Fixtures,

Consisting of

2 Safes, Desks, Tables, Copy Pres,

Stove, Chairs, Revolving Stool,

Coats, Pants, Over and Undershirts,

Boots, Brogues, Socks,

CLOTHING.

Coats, Pants, Over and Undershirts,

Boots, Brogues, Socks,

GROCERIES.

Coffee, Tea, Pickles, Soap, Peas, Lard,

Oatmeal, Bacon, Tobacco, Pearl

Barley, Brooms, Matches, Seaming

Twine, Barber's Thread.

Counter Scale, Platform, Track, Calipers,

Gauging Rods, Slaters, Axes,

Pick Handles, Vinegar,

Colts Revolving Rifle,

Union Jack.

ALSO

Pre-emption Claim on Hornby Island

of 100 Acres, with Wharf, House,

Cooper's Shop, Etc.

TERMS AT SALE.

J. P. DAVIES & CO., Auctioneers.

Wanted

A NURSE GIRL.

Apply at this Office.

New Advertisements.

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Pacific, on the 7th August, 1873, was a new

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New Advertisements.

AUCTION

SALE OF STOCK.

T. B. HUMPHREYS

Has received instructions to sell by Auction.

10 Reward.

VALISE LOST ON STEAMER N. R. NORTH

Pacific, on the 7th August, 1873, was a new

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### New Advertisements

**Victoria, 22nd August, 1873.**  
THE following Revised Rules and Orders are, and revised By-Laws for the Regulation of Pilots and Pilotage, and revised By-Laws for the Regulation of Pilots in the Province of British Columbia (all previous Rules, Orders, and By-Laws being thereby repealed) having been made by the Pilot Board in pursuance of the "Pilotage Ordinance, 1867," and passed by the Lieutenant-Governor in Council, are hereby published, in conformity with the provisions of the said Ordinance.

T. L. STAHLSCHEIDT,  
Acting Chairman, Pilot Board.

### REVISED RULES AND ORDERS

FOR THE

### REGULATION OF PILOTS & PILOTAGE

IN THE

**PROVINCE OF BRITISH COLUMBIA,**  
Made in pursuance of "The Pilotage Ordinance, 1867," all previous Rules and Orders being hereby repealed.

[22nd August, 1873.]

1. Vessels employed in the Provincial Coasting Trade, and having taken out a Coasting License, shall be exempt from Pilotage.

2. All foreign-going Vessels over six feet draught shall pay Pilotage Fees in accordance with the Schedules annexed hereto.

*Schedule of Rates of Pilotage chargeable for Vessels entering the unmentioned Ports, viz:*

*From Sea or Royal Bay,*

To Royal Bay (optional).....\$3 per foot.

Vessels coming to anchor in Royal Roads shall be exempt from Pilotage when they employ a Pilot for Burrard Inlet, Nanaimo, or any other loading or discharging Port in the Province.

To EQUALIS HARBOUR.....\$3 per foot.

To VICTORIA.....\$3 per foot, under 10 feet draught.

\$4.....for 10 feet and over.

To NANAIMO or DEPARTURE BAY.....\$3 per foot, for Vessels of less than 10 ft. draught.

\$4.....10 ft. and upwards.

To NEW WESTMINSTER.....Rate to be subject to agreement, but not to exceed for Sailing Vessels \$6 per foot, and for Steamers \$4 per foot.

3. The Pilot Board for the several Ports of the Province of British Columbia shall for the purpose of enforcing these Rules and Orders, be taken to be as hereby defined, viz:

VICTORIA and EQUALIS.—Outside of a line drawn from Trial Island to Race Rocks Light, bearing N. E. by N., and S. W. by S. (magnetic).

BURRARD INLET.—A line from Passage Island to Point Grey, bearing of the latter being S.E. (magnetic).

Fraser River.—Outside Light-Lip.

NANAIMO and DEPARTURE BAY.—Outside a line drawn from Point Grey to a point on Vancouver Island, one mile W. of the West Rocks, bearing W. (magnetic), and to the southern entrance by Dodd's Narrows, a line drawn from the marsh on Gabriola Island to Sharpe Point, bearing S. W. by W. S. W. and N. E. by E. (magnetic).

Other Ports.—To be defined from time to time by the Pilot Board, an occasion may arise.

c. Any Vessel having discharged a portion of her cargo at Esquimalt, and paid full Pilotage in that Harbour shall, on proceeding thither to Victoria for the purpose of discharging the remainder of her cargo, only pay additional Pilotage at the rate of \$1.50 per foot, if proceeding under or with the assistance of steam; and the same rate shall apply to vessels proceeding from Nanaimo to Departure Bay, or vice versa, whether with or without the assistance of steam.

d. In the event of a Pilot taking the charge of a vessel, and leaving the Pilot Group of Victoria or Esquimalt Harbours, or of Royal Bay, to that of Nanaimo Harbour, Burrard Inlet, or the Sand-heads of Fraser River, or vice versa, he shall receive additional pay at the rate of \$3 per foot for Steamers or Sailing Vessels in tow of a Steamer while at sea. Twenty-four hours to be counted as a day; any fraction of a day to be counted as a whole day. All Vessels under steam, or in tow of a steamer, to be one-fourth less of the above rates.

e. Any fraction of a foot, not exceeding six inches, shall be paid for as half a foot; and any fraction of a foot exceeding six inches shall be paid for as foot.

f. Every Master of any Ship who shall employ as a Pilot any unlicensed person, or any licensed person acting out of the limits for which he is qualified, or beyond the extent of his pilotage, or any Pilot licensed to have been qualified to take charge of such Ship, shall forfeit for every such offence double the amount of the sum which would have been legally demandable for the Pilotage.

g. Any person, legally, and without being subject to any fine, assume or continue in charge of any Ship as Pilot, so long as a Pilot duly licensed shall not have offered to take the charge, or where and so long as such Ship shall be in port, or under circumstances in which shall have rendered it necessary for the Master to avail himself of the best assistance.

h. Any Licensed Pilot, within the limits of his license and the extent of his qualification, may supersede, in the charge of any Ship, any person not licensed, or acting beyond the extent of his qualification, and every person continuing in the charge of any Ship within the limits of a Licensed Pilot, or without being licensed to act within the limits in which such Ship shall be, or beyond the extent of his qualification, after any Pilot licensed and qualified shall have offered to take charge of such Ship, shall forfeit any sum not exceeding two hundred and fifty dollars, nor less than one hundred dollars.

i. If any person, licensed or unlicensed, to have superseded his license shall, during the time of suspension or after such adjudication, take upon himself to conduct any ship as a Pilot, such person shall be liable to all such penalties in like manner as are provided against any person who shall Pilot any Ship without having been licensed. (vide Paragraph 5).

j. An amount due for the Pilotage of any ship, leading to and from any Port in the Province of British Columbia, shall be recovered in a summary manner before any Stipendiary Magistrate, or two Justices of the Peace, from the Owners, or Master, or from the Consignees or Agents who shall have paid or made themselves liable to pay the said charge for the said Ship, in the Port of her arrival, as to pilotage inwards, and in the Port from whence she shall clear out, or in the Port where she may be detained, according to the amount, as any penalty of the like amount may be levied under "The Pilotage Ordinance, 1867."

k. Any Vessel, not otherwise exempted by these Rules and Orders, or the Schedule hereto, shall pay half rates or full Pilotage in accordance with the duly qualified Pilot who shall have such Vessel outside the Pilot ground, or exhibit the Pilot Flag at a distance not greater than one mile from such Vessel in the event of his service not being accepted.

l. The choice of outward Pilot to be left to the Captain; but in the event of the ship taking no Pilot outwards, then the half-pilotage shall be paid for the first duly qualified Pilot who shall offer his services.

m. No Vessel shall be rendered amenable to half pilotage rates for the Straits navigation by declining the services of a qualified pilot.

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